

### BROOKLYN ITEMS.

buyers, optics look—no doubt with the design of creating the very demand for delivery which ensued. That final cuppings from the budget of foreign news brought by the Arabs, scarcely justify the pacific interpretation given to the first accounts yesterday, and the effect of a careful perusal to day has been to leave a majority of the readers in as much doubt as before. The war problem is evidently unsolved as yet. Movements at the First Board were not large to-day in any of the prominent shares, except New York Central, which had an accidental stimulus to which we have already alluded. The preponderating influence was on the outside, and notwithstanding the resistance offered by two or three leading operators, the market became weak and heavy as the business of the day progressed. The Western shares particularly lacked the support given to them for several days past by operators for the rise, and dragged heavily at quotations in the afternoon. Glenside opened at 69, but dropped to 70 on the call, and in the afternoon was offered down to 69, although novices were registered at the Second Board. The first week's business of this road in March is reported at \$20,000, against \$27,000 in the corresponding week of 1893. At Island, after selling at 68, fell off to 69, and at the Second Board 69½. Michigan Central was steady the morning at 92½, but touched 92 in the afternoon, and was offered at the price at the close. Reading was quite firm at the First Board at 49, but "caved in" with the rest at the Second, and lower in the day was sold as low as 47½. The Philadelphia appears to be the sellers on this turn. Erie was one of the few stocks which could be called firm, and the stock was fair demand at 21 through the day. Combustion held at 23 at the Second Board, but was afterward held at 24. There was very good inquiry for State Stocks, and a fair improvement in a majority of those dealt in. Virginia and Missouri were especially firm. Some difficulty has arisen in the street in regard to a lot of Alabama Bonds, the payment of interest on which is refused by the State upon the ground that the bonds were issued in exchange for a lot of bonds which were stolen. They were received here by Messrs. Wells, Fargo & Co., and have passed through the hands of several parties since. If the holders, in this or any other case where the bonds are issued payable to the bearer, are innocent parties, we apprehend that as the State or corporation can legally withhold payment of

head, 8; abdomen, 64; eye and ear, 9; fever, 10; heart, lungs and throat, 52; rheumatism, 10; skin, 5; stomach, 5; vaccinated, 5; patients under one

with no transactions over 1001. Prices \$3.15 to \$3.19.

Freights are dull and heavy. To London: 1000 lbs. cwt, at 1s. 6d.; 600 lbs. Rice and 300 bbls. Oil Cakes, private terms: 600 bbls. Spirits, at 5s. To Liverpool: 650 bales (compressed) Cotton, at 3-16d.; 50 boxes Bacon, at 15s.; 300 boxes Cheese, at 20s.; 1,650 lbs. Roast, at 1s. 6d. To Bremen: 1,000 bbls. Roast, at 16d.; 700 bales Tobacco, on private terms. To New Orleans: 2,000 bush. Oats, in shippers' bags, at 10s. The ship S. H. Talbot, to Shanghai, Hong Kong, Singapore & P. N. run, two-thirds of the cargo already engaged. A vessel of 160 tons to north side of Cuba and back, on private terms. A brig from Machines to Porto Rico and back to New-York, on private terms; also, one from Jacksonville to same port and back to New-York, on same terms.

The business of the Sub-Treasury was: Receipts, 9,391 \$7— for Customs, 109,000; Payments, \$11,665 98; Balance, \$6,628,782 30. The transactions, will be seen, were quite light.

The earnings of the Cleveland, Columbus and Cincinnati Road for February were:

By Freight Trains.....	\$4,346,346
By Passenger Trains.....	25,363 87
From.....	6,192 38
Total.....	\$7,922,486 45
Earnings for February, 1859.....	68,128 19
Increase.....	\$1,794 91

The earnings of the Norwich and Worcester Road continue to show a good increase, which would have been larger but that one of the boats was taken off for repairs. The figures for February were:

	1858.	1859.
Passenger.....	\$1,167 54	\$8,710 74
Freight.....	9,218 37	13,768 49
Total.....	\$11,059 21	\$19,769 19
Increase in 1859.....		\$8,743 98

The comparative earnings for seven months 1858 and 1859, are as succeed:

	1858.	1859.
August.....	\$20,659	\$16,371
September.....	19,124 14	31,427
October.....	19,453	27,519
November.....	17,189	27,914
December.....	18,840	27,914
January.....	18,840	21,611
February.....	14,219	19,794
Total.....	\$143,754	\$183,210
Gain for last seven months, 1859, 156 (over 25 per cent.)		

.....	450	71.43
.....	11.402	1.768.07

Pasadena.....	\$3,779 34
San Bernardino.....	1,860 75
Mail.....	1,837 49
Miscellaneous.....	1,056 36
Total.....	\$8,533 97
February, 1908.....	\$1,371 75
Increase in 1908.....	\$7,162 22

The traffic on the Great Western Railroad of Canada, for the week ending the 14th inst., was as follows:

Passengers.....	\$1,948 13
Freight.....	29,290 81
Mails and sundries.....	1,329 34
Total.....	\$20,558 28
Corresponding week of last year.....	\$1,829 38

Comparative earnings of the Pacific, Mo., Railroad for the month of February:

Total.....	1954.
\$14,532 32	\$1,454 58
Increase.....	\$21,083 82

The statement shows the large increase of 73 P cent. Proposals for \$398,680 5 P cent Central Park Fund rock were opened today at the Controller's Office. Seventeen bids were made, and the following were successful:

Matto & Kacz.....	\$1,336 at 101;
J. A. Ward & Co.....	\$5,460 at 101.01;
McKim & Co.....	\$5,599 at 101.10;
Frank Vincent.....	\$1,000 at 101.11;
Edmund J. H. Brown.....	\$1,000 at 101.12;
Wm. C. Smith.....	\$1,000 at 101.13;
Dan Holmes.....	\$2,000 at 101.13 1/2;
J. T. & J. G. Ott.....	\$5,500 at 101.16;
Merritt Timbley, Jr.....	\$60,000 at 101.21;
P. Harmon & Stephens.....	\$1,000 at 101.22;
Gowd & Co.....	\$5,000 at 101.65;
Cammann & Co.....	\$5,500 at 101.25;
Hoffman & Ten Brook.....	\$5,600 at 101.

The business of the Clearing House today was \$945,864. The Atlantic Insurance Company of Brooklyn has declared a dividend of 10 P cent, payable on demand. A dividend of 3 P cent has been declared on the stock of the Pittsburg and Worcester Railroad, payable on and after the 10th inst. Mr. J. Calbreath, formerly of the New-York and New-Haven Railroad, has been appointed Superintendent of the new Haven, London, and Stonington Railroad, in place of R. M. Doad, resigned.

Treasury notes are in far demand and are selling on par to 1 P cent discount. The supply on the market is not large, as they are rapidly maturing and will be sent in for redemption. The amount of money being continued to be abundant for the demand, and rates are without change. The current rate of demand notes is 5 P cent, with some transactions at 4 P cent. Bank checks generally find nearly enough paper to keep their lines. The payments into the Sub-Treasury for the loan this week have created but little disturbance. We hear of \$150,000 engaged for the European steamer to-morrow. The Havana steamer will probably take some doubt-bills, although at the latest dates exchange did not look favorable for gold shipments.

The Allentown and Eleton connections with the Pennsylvania and New-Jersey Central roads is so far advanced, that in a few weeks trains will be regularly run. The wet weather alone has prevented the completion of the road, over which goods can be sent from Jersey City to Chicago. The Milwaukee and Mississippi Railroad are again in default on the interest due last inst., on their Farm Mortgage bonds.

The Germania Fire Insurance Company has been organized, with a cash capital paid in of \$250,000, and prepared to issue policies. The list of Directors includes some of our most prominent merchants, active and foreign: Maurice Hilgert, Manuel Lissner, Richard Adler, Henry Ball, Edward Bach, C. Poppenhusen, John Petts Brown, Louis F. Mack, C. Geoffrey Guenzler, Clemens Heerdt, Jacob B. Schuyler, Hermann